

Appl. No. 09/897,921
Amdt. dated September 17, 2004
Reply to Office action of March 17, 2004

REMARKS / ARGUMENTS

In this response, Applicant has amended claim 1 to particularly point out certain novel features of the present invention. Applicant respectfully submits that the aforementioned changes do not add new matter, and that the amendments are supported by the originally filed specification. In particular, amended claim 1 adds the limitation that the further road extends through the body of water generally adjacent over its length to the shoreline of the body of water and the tract of land so that the further road is generally parallel over its length to the shoreline. Applicant submits that this limitation is neither taught nor rendered obvious by Wright et al., nor the cited Louisiana road system, as detailed below.

As previously mentioned, bridges are conventionally used to connect two non-contiguous bodies of land, such as a mainland to an island. Bridges are also conventionally used to connect two points on a contiguous body of land to reduce the distance required to travel therebetween. The Louisiana road system cited by the Examiner is an example of the latter, and the distance required to travel from Metairie to Mandeville via the bridge is much shorter than any of the possible existing routes overland. The Examiner in the official communication acknowledges this, but states that the claims fail to adequately provide additional recitations to prevent the Lake Pontchartrain causeway from meeting the claim language.

To clarify its invention applicant has amended claim 1 to identify a first point and a second point located on at least one existing road on a tract of land from where traffic is to be routed, then identify a body of water proximate to the tract of land, the body of water being suitable for supporting a further road for routing the traffic. The further road is then located through the body of water only to span the tract of land wherein the further road extends through the body of water generally adjacent over its length to the shoreline of the body of water and the tract of land so that the further road is generally

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parallel over its length to the shoreline, and the further road is located above the body of water. The further road is then linked to the first point and the second point so that the further road extends only through the body of water to provide an alternate route to the at least one existing road.

Applicant submits that claim 1, as amended, is neither taught in nor rendered obvious by Wright et al. in view of the cited Louisiana road system as combined by the Examiner. In particular, the Lake Pontchartrain causeway does not extend through the body of water generally adjacent over its length to the shoreline of the body of water and the tract of land so that the causeway is generally parallel over its length to the shoreline. Accordingly, favorable consideration of claim 1, and of claims 2, 6, 7, and 18, which depend from claim 1, is solicited.

Applicant respectfully requests that a timely Notice of Allowance be issued in this case. Should the Examiner have any further issues outstanding, applicant invites the Examiner to call the undersigned at (416) 957-1697.

Respectfully submitted,

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